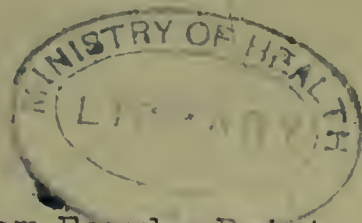


444856(2) PRESTON
 PORT HEALTH ADMINISTRATION.

1952

PORT HEALTH DISTRICT.



The Port Health district of Preston extends from Formby Point on the south to a point about 2,350 yards south of the Victoria Pier, South Shore, Blackpool, on the north. The dock, which is 3,200 feet long by 600 feet wide, covers 40 acres and is approached by the entrance basin, 850 feet long by 300 feet wide, an area of $4\frac{3}{4}$ acres.

The communicating locks are 550 feet long and 66 feet wide, with a depth of 29 feet 6 inches at high water ordinary spring tide. The dock is situated in the borough, and is about 16 miles up the River Ribble from deep water at the bar.

The quays are $1\frac{1}{2}$ miles long. There are 170 acres of storage ground and 37,489 superficial yards of covered floor space.

The dock is equipped with hydraulic and steam cranes, and has ample railway facilities.

The cattle lairage accommodates 800 cattle and 1,600 sheep or pigs.

1. Staff.

Table A.

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other appointment held.
J.S.G.Burnett.	Port Medical Officer.	1.2.49.	M.D., D.P.H.	Medical Officer of Health.
F.S.Melville.	Deputy Port Medical Officer.	1.3.52.	M.B., D.P.H.	Deputy Medical Officer of Health.
L.J.Self.	Port Sanitary Inspector.	1.3.46.	Cert.R.S.I.	District San. Inspector.
C. Boulton.	Deputy to Port San. Inspector.	14.3.49.	Cert.R.S.I.	District San. Inspector.

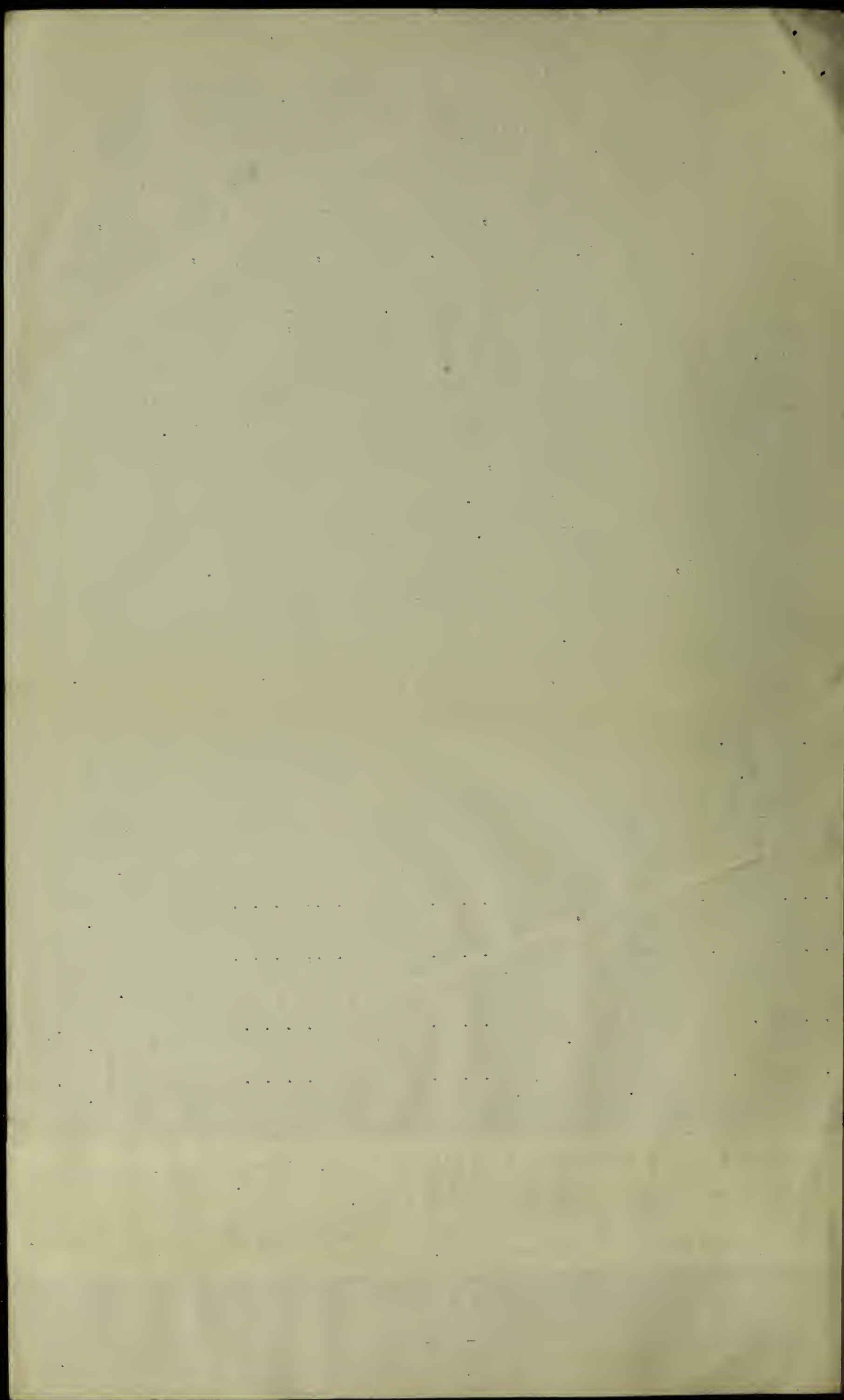
Address of Medical Officer of Health:

Health Department,
 Municipal Building, Preston.
 Telephone number Preston 4881

Private address:

181 Liverpool Road, Penwortham,
 Preston.

Telephone number Preston Priory
 83585



II. Amount of shipping entering the district during the year.

During the year under review 2,052 ships of which 154 were foreign entered the port. Details are shown on Table B. below.

Table B.

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having or having had during the voyage infectious disease on board.
			By the Medical Officer of Health.	By the Sanitary Inspector.	
Foreign ports	154	124,138	4	154	nil
Coastwise	1,898	900,285	nil	654	nil
Total	2,052	1,024,423	4	808	nil

III. Character of shipping and trade during the year.

Preston is not an approved port for the landing of passengers. However, during the year 7 alien passengers were landed. These were students from the Continent who were proceeding to England for educational purposes. In addition a vehicle ferry service to and from Larne four times weekly carries regularly 5/10 persons each trip.

Table C.

Passenger Traffic.	Number of passengers inwards	Alien 7	Other 1,043
	Number of passengers outwards	nil	1,111
Cargo Traffic	Principal Imports	Cement, cattle, coal, cork, iron, steel, motor spirit, potatoes, potash, phosphates, pit props, timber, stone chippings, wood pulp, esparto grass, grain, oil seeds, china clay, vehicles and general cargoes.	
	Principal Exports	Coal, coke, pitch, tar, machinery, vehicles, petrol, bitumen, oils, scrap iron and bricks.	
Principal Ports from which ships arrive.	Arzew, Arendal, Antwerp, Bremen, Bergen, Bordeaux, Cuxhaven, Copenhagen, Drammen, Friedrichstadt, Ferusund, Fredrikshamn, Gothenburg, Gefle, Gdynie, Halmsted, Hamburg, Helsingborg, Helsingfors, Kemi, Karlstad, Kotka, Karlsham, Kalmar, Leningrad, La Palisse, Larvik, Littletown, Lulee, Loviss, Marseilles, Norrkoping, Galo, Oran, Paris, Raumo, Rostock, Sundsvall, Sfax, Skelleftes, Stockholm, Trondheim, Valvick, Vestervik and Warnemunde.		

IV. Inland Barge Traffic.

There is no inland barge traffic from the Port of Preston.

V. Water Supply.

(1) The district derives its water from the town supply which has an upland surface water of good quality, well suited for drinking and domestic purposes.

(2) Shipping is supplied from the above source.

(3) Hydrants are situated at numerous points on the quay side.

Stand pipes and hose pipes are stored in suitable accommodation to avoid contamination when they are not in use.

(4) Water boats are not used in the Port.

VI. Public Health (Ships) Regulations, 1952.

(1) List of Infected Areas.

The list is typed out monthly and copies given to the Customs and the Harbour Master in addition to copies kept by the Port Sanitary Inspector and the Medical Officer of Health. Any alterations made during the month are corrected by the Port Sanitary Inspector who personally visits the above named departments to tell them of these changes.

(2) Radio Messages.

(a) The Port is not equipped for radio transmitting.

(b) The Port is not equipped for radio reception.

(3) Notifications otherwise than by radio.

The Corporation maintain a barge moored at Lytham which is in telephonic communication with the offices. Ships wishing to enter the Port signal this barge of their intentions and of any untoward circumstances on board. These messages are passed on to the Harbour Master who in turn communicates with the Medical Officer of Health.

(4) Mooring Stations.

The mooring station for "infected" or "suspected" ships is one of the mooring buoys in the centre of the Albert Edward Dock. There is no provision made for mooring outside the dock.

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(5) Arrangements for:-

(a) Hospital Accommodation.

All cases of infectious disease apart from smallpox are removed to the local Isolation Hospital at Deepdale, Preston.

(b) Surveillance.

Surveillance is carried out as suggested in section 18 (2) and section 37 of the Public Health (Ships) Regulations, 1952.

(c) Cleansing and Disinfection.

Quarters are disinfected by fumigation by HCN gas by arrangement with outside commercial firms if necessary. Local fumigation by sulphur dioxide and DDT in suitable cases is carried out by the Port Sanitary Inspector.

Infested and infected bedding and clothing are removed by van to the Corporation Disinfecting Station, Argyll Road, Preston.

Cleansing of persons is also carried out at the disinfecting station.

VII. Smallpox.

(1) The Isolation Hospital arrangements for admission of smallpox cases is in the hands of the Regional Hospital Board who advise which hospital to send such cases. Normally Ainsworth Hospital, Bury is retained as the first regional hospital to admit cases of smallpox.

(2) Smallpox cases would be removed by an ambulance belonging to the Preston Corporation.

The vaccinal state of the crews of those ambulances is the responsibility of the Medical Officer of Health of the County Borough of Preston.

(3) Smallpox consultants.

Dr. C. Metcalfe Brown, Town Hall, Manchester.
Central 3377 and Ringway 4273.

Dr. E.R. Peirce, Port Health Authority, Liverpool.
Central 0831/2 and 0723 and Garston 1236.

Dr. A.B. Semple, Belmont Grove, Liverpool.
Anfield 2271 and Gateacre 2081.

(4) Facilities for the laboratory diagnosis of smallpox are available at the Liverpool School of Tropical Medicine under the direction of Professor Downie.

VIII. Venereal Disease.

The Port Sanitary Inspector enquires of all ships as to the existence of venereal disease.

The clinics for this disease are at the Preston Royal Infirmary where treatment and advice are given and if necessary cases are admitted.

Posters are displayed prominently in the dockyard area and leaflets are distributed, printed in English, Norwegian and Swedish, giving directions for time and place of V.D. clinics.

IX. Cases of notifiable and other infectious diseases on ships.

Table D.

Category	Disease	Number of cases during the year		Number of Ships concerned.
		Passengers	Crew	
Cases landed from ships from foreign ports	Nil	Nil	Nil	Nil
Cases which have occurred on ships from foreign ports but have been disposed of before arrival.	Nil	Nil	Nil	Nil
Cases landed from other ships	Nil	Nil	Nil	Nil

X. Observations on the occurrence of malaria in ships.

No cases of malaria have been reported.

XI. Measures taken against ships infected with or suspected for plague.

No ships have entered Preston with cases or suspected of harbouring any rats infected with plague.

XII. Measures against rodents in ships from foreign ports.

(1) The captain of every ship from a foreign port is asked by the port sanitary inspector if there is any undue mortality in rats on board his ship.

The port sanitary inspector with the assistance of a rodent operator examines all ships from foreign ports for signs of rats and any evidence of undue mortality.

(2) The bacteriological and pathological examination of rodents is carried out at the laboratory in the Preston Royal Infirmary. During the year 8 rats were submitted for this examination, 4 from foreign vessels and 4 from local shipping.

(3) The rodent operator traps and searches for rats on board ship. The port has no facilities for deratting ships with the aid of gas but in the event of any ship requiring this done arrangements are made with one of the following two firms.

London Fumigation Co., Liverpool.

Hiver and Co., Liverpool.

No rat proofing has been done during the year.

(4) All ships from foreign ports are required to place efficient rat guards on all mooring ropes to prevent the passage of rats between ships and shore. In the event of vessels not having the required equipment on board rat guards are loaned at a charge of sixpence per guard daily and a charge of 14/- is made in the case of each loss.

Table E.

Rodents destroyed during the year in ships from foreign ports.

Category	Number
Black rats	25
Brown rats	12
Species not known	23
Sent for examination	2
Infected with plague	Nil

Preston is not an approved port for the issue of deratting certificates and therefore Table F does not apply.

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF THE HISTORY OF ARTS
AND ARCHITECTURE
OFFICE OF THE CURATOR
540 EAST 58TH STREET
CHICAGO, ILL. 60637

TO THE HONORABLE CHAIRMAN OF THE BOARD OF TRUSTEES
OF THE UNIVERSITY OF CHICAGO
FROM THE CURATOR OF THE MUSEUM OF ARTS AND ARCHITECTURE

THE MUSEUM OF ARTS AND ARCHITECTURE
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Prevention of Damage by Pests Act, 1949.
Prevention of Damage by Pests (Application to Shipping) Order, 1951.

All classes of vessels as defined in section 2 of the Order were searched by the port sanitary inspector and the rodent operator. 64 local derattization certificates were issued to masters of ships found to be free from rat infestation.

XIII. Inspection of Ships for Nuisances.

Table G.

Inspections and Notices.

Nature and number of inspections	No.	Notices served		Results of serving notices
		Statutory Notices	Other notices	
British 654	Defects original construction	26	Verbal intimations	67 defects remedied
	Defects wear and tear	32		
	Dirt, vermin Prejudicial to health	38		
			96	
Other 154 nations	Defects original construction	5	Verbal intimations	26 defects remedied
	Defects wear and tear	9		
	Dirt, vermin Prejudicial to health	20		
			34	
Total 808		130	Nil	130
				93 defects remedied

XIV. Public Health (Shell-fish) Regulations 1934 and 1948.

There are both mussel and cockle layings in the port area, the main beds being off Lytham St. Annes on the north side of the river and between Southport pier and Formby point on the south side.

Mussel gathering is controlled by the Preston (Shell-fish) Regulations, 1923.

Cleansing facilities are provided at the Lytham cleansing tanks which are operated by the Lancashire County Council.

Cockle gathering is not under any kind of control at present. Samples are taken periodically. During the year two samples were taken both of which were very unsatisfactory.

Results of cockle samples.

Sample no. 325. Taken 18th. March, 1952.

Plate Count. 3 days at 22°C - Each cockle 96,000.
2 days at 37°C - Each cockle 24,700.
Each cockle contained approximately 80 B.Coli.
" " " " 80 F.Coli.
" " " " 25 Non.F.Coli.

Cl. Welchii were isolated in dilution 10⁻².

Sample No.326. Taken 18th March, 1952.

Plate Count. 3 days at 22°C - Each cockle 56,000.
2 days at 37°C - Each cockle 21,800.
Each cockle contained approximately 80 B.Coli.
" " " " 80 F.Coli.
" " " " 80 Non.F.Coli.

Cl. Welchii were isolated in dilution 10⁻².

XV. Medical Inspection of Aliens.

Preston is not an approved port for the medical inspection of aliens.

During the year seven aliens were landed all of whom were students entering the country for educational purposes.

XVI. Arrangements for the burial on shore of persons who have died on board ship from infectious disease.

Arrangements for the interment of a deceased member of the crew of any vessel would be the concern of the shipping agent and the following procedure would be adopted in the event of a death from infectious disease. The Superintendent of Mercantile Marine acting for the Ministry of Transport would be notified immediately. The body would then be removed by the Health Department staff to the mortuary of the Preston Isolation Hospital for the purpose of local enquiry and verification of the cause of death. Cremation would be advised.

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Third section of handwritten text, appearing as a distinct paragraph.

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